empowered to deal with the minor offences affecting the train operations such as Alarm chain pulling, roof travel, touting, ticket less travel, unauthorized entry (except Sabotage related offences under Sections 150 to 152) amending the Railways Act w.e.f. July 2004. The objective was to ensure that the State Police (Government Railway Police) get more manpower and time to handle heinous offences such as Murder, Dacoity, Robbery, Rape etc. including Sabotage and Train Wrecking, under the provisions of Indian Penal Code, the Railways Act and other laws of the land.

(c) and (d) Under Section 124-A of the Railways Act, 1989, Railways are liable to pay compensation for loss of life or injuries to passengers who become victims of untoward incidents such as terrorist acts, violent attack, robbery, dacoity, rioting, shootout or arson by any person in or on any train carrying passengers; or the accidental falling of any passengers from a train carrying passengers.

(e) Railways already have a Passenger Insurance Scheme, wherein insurance cover of Rs. 4 lakhs is provided to dependents of bona-fide rail passengers in case of death and Rs. 32 thousands to Rs. 4 lakh (depending on the gravity of injury) to the passengers who sustain injuries as result of train accident or untoward incidents.

Railway bridges damaged due to floods

†87. PROF. M.M. AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway bridges which got damaged due to floods during the year 2005-06 in various States of the country, State-wise;

(b) whether the work regarding repair and reconstruction of the said damaged railway bridges has been completed; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Total 6 No. of Railway bridges were damaged due to floods in 2005-06. State-wise distribution is as under:

Karnataka—1 bridge,

Gujarat—1 bridge,

† Original notice of the question was received in Hindi.

Andhra Pradesh—2 bridges, and

Tamil Nadu—2 bridges.

(b) and (c) Traffic was restored on all the above six locations at the earliest possible carrying out the necessary repairs. Permanent rehabilitation/rebuilding had been completed in respect of 2 bridges viz., bridge No. 616 at kms. 244/6-7 Villupuram—Mayiladuthurai section in Tamil Nadu and bridge No. 581 on Vadodara—Ahmedabad section in Gujarat.

Dedicated freight corridor

88. SHRI B.J. PANDA:
MS. PRAMILA BOHIDAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways propose to create a dedicated freight corridor between metropolitan cities with a view to improve the freight traffic;

(b) if so, the details thereof; and

(c) what is the action plan of Government to improve the rail infrastructure on the East Coast Railway to meet with the increased freight traffic as a result of certain mega steel projects coming up in the Orissa State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. The feasibility study of developing Dedicated Multimodal High Axle Load Freight Corridors with Computerized Train Control System on Western and Eastern routes, has been completed. The cost of project is estimated about Rs. 21140 crores.

(c) Ministry of Railways is strengthening connectivity of Paradeep Port. The connectivity between production and consumption centers of iron ore and steel is also being improved. Some of the important projects are Banspani-Daitari new line, Haridaspur-Paradeep new line, Angul-Sukinda Road new line and doubling of Mahanadi Bridge.